FEW PILGRIMS FOR A DAY.

GENERAL HARRISON ON THE SOUTH AND THE TERRITORIES.

NO EXCLUSIVE SOUTHERN QUESTION-OBEDI-ENCE TO THE LAWS ALL THAT CAN BE EXPECTED ANYWHERE-TO MAKE A STUDY OF TERRITORIAL HOME RULE.

INT TRLEGRAPH TO THE TRIBUNE! Indianapolis, Nov. 30 - In breaking the routine of the week, Thanksgiving has also for a day stopped the pligrimage of importuning politicians to the home of the President-elect. There were a few callers at the house this afternoon, but there was no political significance in the visits of any of them. John A. Logan, jr., was one of the callers. He came to the city with party of municipal officers from Elgin, Ill., to make arrangements for the purchase of an electric light plant, and with them went out to General Harrison's home for a few minutes to shake hands with him. General Chalmers, of Mississippi, also had another brief talk with the President-cleet, and J. W. Dwyer, of New-Mexico, had an opportunity to explain his mission. It was his hope that he would receive some assurance that the people of the Territory should have home-rule. Under previous Administrations, he said, it had been the custom to send broken-down politicians from the States to govern the Territories, and the people have no home administration except through county officers. Their experience had been ussatisfactory, and some of the men, such, for instance, as General W. Julian, the present Surveyor-General of New-Mexico, have been objectionable.

"Julian," he said, "has done more to retard the prosperity of the territory than can be undone in many years. After his appointment, he had himself 'interviewed' at every point between here and New-Mexico, declaring that it was impossible to get clear titles to land in the territory. He has kept on refterating the declaration until he has frightened capital away from the Territory. In consequence, there has not been \$100,000 invested in New-Mexico land in the last three years and it is doubtful if the population is as large as it was four or five years ago. Julian had 500 of our citizens indicted on the charge of having committed land frauds. Afterward 300 of the cases were nollied. Two hundred were tried and only one of the whole number was convicted." In replying to the plea of Mr. Layer for home rule in the Territory, the President-elect was as circumspect as usual, but he was emphatic in stating that he would be the judge of the "I shall make a study of that," said the President-

elect, " and I shall appoint no man that I do not confidently believe will properly discharge the duties of the office."

When General Chalmers spoke of the so-called Southern question in his interview with the Presidentelect, the latter said :

"There is no such thing as a Southern question. So far as I am concerned, while I am President, I shall only insist that the people of the whole country shall obey the laws of the Nation, without reference specially to the section of the country they may people to think that it is my desire to deal harship with them. It would also be an insuit to them for me to anticipate that they do not expect to obey the laws as they exist."

The News his evening mentions a rumor that

"The News" this evening mentions a rumor that has been in circulation here to-day, relating to Walker Blane, who is supposed to nave made a visit to Indianapoils within the last few days. Letters ad-Indianapolis within the last few days. Letters addressed to him were received at the new Denison House this morning, but nothing was known there about his movements, and the letters were returned to the post office. It was also rumored here that James G. Blaine was coming west to attend the funeral of Mrs. Sterman, and would stop in Indianapolis on his return, but when General Harrison was asked this afternoon, if he expected a visit from Mr. Blaine, he replied:

"I have no information that Mr. Blaine intends to come and see me."

He was also asked about the report telegraphed from the East that Senator Quay would visit him soon, and answered that he had heard nothing from Mr. Quay as to when he would come.

SENATOR FARWELL ON GEN. HARRISON. THE PRESIDENT-ELECT MAKING NO HASTY PROMISES.

Chicago, Nov. 30 (Special).-Politicians are curious in regard to a visit which Sepator Farwell, General Martin, chairman of the Republican State Central Com mitte, and Colonel "Fred." Grant paid to General Harrison at Indianapolis on Wednesday. Every one insists that the three were summoned by the Presi-dent-elect to help him in the distribution of offices.

"My visit to General Harrison was a social one of course," said the Senator to-day, "but he told me something which shows that you newspaper men are away off the track, as it were, in your speculations regarding President Harrison's plans. Senator,' he said to me last Wednesday, 'I have

got big ears and a very little mouth. There is more talk about my alleged intentions than I ever dreamed there could be, but I will tell you one thing and that is this: I do not propose to make a promise, or appoint nan to office for some time to come. Most of my predecessors, as soon as elected, adopted the course of at once making promises and quieting this and that faction by appointments. Some of our Presidents succeeded so well that they gave away more offices than they had at their disposal and the esult was not exactly as they wished. I shall do nothing of the kind. I shall look about me, carefully examine everything and then be deliberate about my selections, making no promises that I am not absolutely certain that I can fulfil.'

certain that I can fulfil."

"That," continued the Senator, "is just how affairs stand at present."

"How about the offices here?"

"I wish to be distinctly understood as saying that we will be very gentlemanly about licking the Democrate out, and we will try and put them out as fast as they bounced us in 1884. Let it be remembered, however, that there will be no indecent haste in the matter. No Democrat need fear that he will be out of office on March 5."

Senator Cullom arrived here to-day, and expressed Senator Cullom arrived here to-day, and expressed himself as well satisfied with the prospects for his re-election by the Legislature in January. "I have talked with many," he added, "but have heard of no other candidate in the field."

Loup City, Neb., Nov. 30.—Loup City is preparing a unique present for General Harrison, the railroad com--a typical sod-house. Two paintings will accompany the house, one representing Nebraska in 1860, some pioneers with an old coach and ox-team attacked by Indians; the other depicting scenes of 1888, growing grain, a farm house, a train of cars and other evi-dences of prosperity. The legends that will accompany the car run as follows:

Loup City sends these offerings of respect and cans declared that the Union must be preserved; in 1888, that the commercial interests of the country must be protected. In 1860 Nebraska had 28,000 population and no railroads; in 1888, 1,200,000 population lation and 5,000 miles of railroad."

REPLYING TO A GEORGIA INVITATION. Augusta, Ga., Nov. 30 .- The following letter was received by the Augusta National Exposition people to-

Indianapolis, Ind., Nov. 26, 1888.

Patrick Walsh and others, Committee, Augusta.

Gentlemen: It gives me pleasure to acknowledge the receipt of your communication of November 14, inviting me on behalf of the Board of Directors of the Augusta National Exposition to visit the Exposition and to meet the citizens of Georgia who will be assembled there, at some time convenient to me. I notice also with interest the kindly terms in which, on behalf of your people, you extend and impress upon me this attractive invitation. I assure you that if it were possible for me to leave home to make such a visit, it would give me great pleasure to observe in connection with your Exposition the develop-ment your State is making in the aris and manufactures. Commerce between our people, which is now so much facilitated by our great railroad system and a general diffusion of manufacturing interests throughout the States, will, I am sure, still more closely unite in interest and in sympathy the people of our whole country.

Will you please express to your Board of Directors and also to the gentlemen who have so kindly united in the request presented by you, my sincere thanks for the invitation, and my regret that I am not able to enjoy the

REPUBLICANS COMPLIMENT A HARD WORKER. There was a jubilant gathering of Republicans last night at the Cafe Lenox, East Seventy-second-at and President Alfred G. Nason presided. The Republicans of this district are particularly happy over their increased yote which is largely due to the efficient leadership of John H. Gunner, the chairman of the district's delegation to the County Committee. After several joyful speeches had been made, Mr. Gunner was presented with an elegant diamond ring, worth \$175, as a token of the district's appreciation of his work. Light refreshments were served, and there were many other short and happy speeches from

INTIMIDATION IN INDIANA Indianapolis, Nov. 30 (Special).—Peter Jackson, the only negro who dared to become a resident of Wella County, Indiana, came here to-night to appear before the United States Grand Jury as a witness. Democrats at-tempted to drive him out of Wells County before the election, but he sought protection among Republican friends and was sheltered by them. He was taken to the polls by the Republicans to vote. His ballot was challenged by the Democrats, but was sworn in by the Republicans. Afterward he was annoyed and threatened with violence by Democrats, so that he left the country. He will give testimony to the Grand Jury against the men who tried to intimidate him.

A BIG REPUBLICAN DINNER.

A SMALL ARMY OF ORATORS WILL OCCUPY THE METROPOLITAN HOTEL TO-NIGHT.

The big Republican dinner to-night at the Metropolitan Hotel is intended as an expression of the general joy of the party in and about the city of New-York over the great National victory which has just been achieved. It will be a sort of wind up to the jubilation that has been going on since th close of the campaign, and the managers are deter-mined that it shall be a suitable finale to the festivities. One of the features of the gathering will be the fact that out of the 500 swallow-tails in line, more than half of those who wear them will be able at a moment's notice to get up and make a speech on any subject that may be suggested.

There will be so many shiring lights in the o-alorical line present, that it will be hard work for them all heard in the five or six hours after cigars are lighted. Other features of the occasion will be the abjects touched upon by the orators. The questions of protection, a fair ballot and an honest rount and high license and ballot reform will receive proper attention, and though the able leader M. S. Quay not be present, he, like Warner Miller, will not be The Union League Club and all organiza tions which took part in the campaign will be reprecuted. All the principal Republican clubs in this State will send either their presidents or some of

Up to a late hour last night orders for tickets were still coming in, and among others to be present are Platt. Allen Thorndike Rice. Hugh Coleman, C. K. Lexow, ex-Consul Nunez, George S Charles Halsey Moore, of Pittsburg; A. H. Tuttle, of Charles Halsey Moore, of Pittsburg; A. H. Tuttle, of Rufland, N. Y.; F. X. Schoonmaker, James W. Perry, T. Ashley Atkins, of Yonkers; Edward Mitchell, Colonel Fairman, Colonel W. H. King, C. S. Hood, of Seneca Falls; J. L. N. Hunt, Julius Schwartz, Stewart L. Woodford, Colonel C. F. Homer, A. W. Mathews and Colonel S. V. R. Cruger. The hall will be handsoinely decorated and large oil paintings of General Harrison, Levi P. Morton, Warner Miller and Colonel Cruger will be conspicuous features of the decorations. To the regret of many, Chauncey M. Depew will probably not be able to be present on account of the injury to his feet.

MR. SPRINGER AND THE TERRITORIES.

Washington, Nov. 30 (Special).-Representative Springer, of Hilinois, is bland and cheerful as ever. but the rose has disappeared from his button-hole-perhaps killed by the untimely frost of November 6. Mr. Springer is chaleman of the Committee on Terri-

"Are you going to admit any Territories at the coming session?" he was asked by The Tribune correspondent.

"Oh, yes, I think so. You know I have always been in favor of admitting new States as soon as they were ready and qualified."

Well, are you now ready to divide Dakota?" North Dakota doesn't want to be separated from the southern part of the Territory. The people of the northern half gave a majority against division

"I suppose you will press the consideration of your Omnibus' bill to admit Dakota, Montana, Washington and New-Mexico as four States !"

Yes, I want all of them admitted now, and all the others as soon as they are ready." Do you think New-Mexico is ready?"

"Oh, yes. New-Mexico has a stronger case in every way than Montana." When Mr. Springer says that he has always favored the admission of Territories "as soon as they are ready," he evidently forgets the prominent part he has played in the Democratic citoris to keep the Dekotas out of the Union "until after Cleveland's re-election."

NEARLY 7,000 FOR HARRISON IN OREGON. Portland, Ore., Nov. 30.-The official canvass of the State vote has just been completed. Following are the official figures: Harrison, 33,293; Cleveland, 26,524; Fisk, 1,677; Streeter, 363; scattering, 61; total vote of State, 61,918; Harrison's plurality, 6,769. In the State election last June the vote for Congress-man was: Hermann (Rep.), 32,820; Gearin (Dem.), 25.413; Hermann's plurality, 7,407. At the last Presidential election the vote was: Biaine (Rep.), 26,860, and Cleveland (Dem.), 24,604; St. John (Pro.), 492; Butler (Green.), 726; Biaine's plurality, 2,256.

COUNTING THE VOTE OF NORTH CAROLINA. Raleigh, N. C., Nov. 30.-The State Canvassing Board completed the count of the vote for Judges and for the Constitutional Amendment increasing the number of Supreme Court Judges to five. The Democratic majorities run form 15,900 to 17,343. The amend ment was carried by a majority of 92,568. The count of the vote for State officers and members of Congress will be resumed to-morrow.

SUING TO OBTAIN A RECOUNT. Louisville, Ky., Nov. 30 (Special) .- A. E. Willson, the Republican candidate for Congress in the Vth District, has brought suit to compel the County Judge. votes. He alleges that as the final examination board they have never performed their duty. It is possible that facts may be found upon which to base a contest. Congressman Hunter, of the 111d District, says he will not contest the election of Goodknight.

THE OFFICIAL VOTE OF MAINE.

Augusta, Me., Nov. 30 (Special).—The complete official vote of the State for Presidential electors, as 73,734; Cleveland, 50,482; Fisk, 2,690; Streeter, 1,345. Harrison's plurality is 23,252. Burleigh, Republican candidate for Governor, had a plurality of 18,056 last September.

KENTUCKY GIVES CLEVELAND OVER 28,000. Louisville, Ky., Nov. 30.—The official vote of Kentucky is as follows: Cleveland, 183,800; Harriwood, 2. Cieveland's plurelity, 25,066. In 1884 Cleveland's plurality was 34,859.

TRYING TO AGREE ON PARTY WORK. Chairman Allan McDermott, of the Democratic State Committee in New-Jersey, has mailed notices to the Demolitan Hotel in Newark on Saturday, December 8, to the legislators to agree upon some programme of partisan legislation this winter. This will include the redistricting of the State for Assembly, the repeal or modification of the High-License law, the restoration to the Governor of the power of making pactisan appointments, which was taken away by the Republican Legislature, and other partisan

On the High-License bill there is diversity of sentiment. Senators Smith, of Essex, and Beker, of Cumber-land, are understood to be opposed to any change in the law whatever, others are in favor of retaining the high-license feature and abolishing all the rest, while still others would sweep away the entire law. It has been agreed that nothing shall be done at the caucus regarding either the United States Senatorship or the organization

ILLEGAL RAILROAD BONDS.

AN IMPORTANT DECISION IN THE SOUTH CARO-LINA SUPREME COURT.

Columbia, S. C., Nov. 30 (Special).-- In February last Judge Norton, of the Circuit Court, had a case befor him in Abbeville County, where the plaintiffs sued for the refunding of \$300, paid for interest on township railroad bonds. The Judge ruled that the collection of such taxes was illegal, as the act authorizing the issuing of bonds by townships was unconstitutional. The case was taken to the Supreme Court, and that tribunal to-day rendered its decision. It holds that the Legislature in authorizing the issuing these bonds violated the constitution. which only allows countles, townships, etc., to collect taxes for corporate purposes, and that as there is nothing to show how a railroad debt can be for a corporate purpose of a township, the issuing of such bonds was illegal and void. The supreme Court affirms the decision of the lower court. Over \$1,0.0,000 in township bonds have been issued in South Carolina for railroads. The large part of these bonds are held in New-York and other Northern cities. Besides township bonds there are several millions of dollars in county and city railroad bonds, which may

CHANGES IN THE BASEBALL RULES. Pittsburg, Penn., Nov. 30.-The Joint Board of Arbitration of the National League and American Basehall Association to-day made several changes in the National agreement, besides transacting some other important business.

Cincinnati, Ohio. Nov. 30.—A dispatch from Sardina, Ohio, says that Mrs. Annie Jester and her grown daughter were taken out and whipped last night by "White Caps."

THE RANKS BROKEN PAST MENDING. ALL THE TAMMANY MEN LEAVE THE CLUB AND

TAKE STEPS TO FORM A NEW ONE-CHARGES AND COUNTERCHARGES. The Harlem Democratic Club was the scene last evening of an interested gathering of its members, attracted by The Tribune's statement that 100 or more club men of the Tammany persuasion would send in their resignations. It was not the regular meeting night, either for the club or the Executive Committee, but so large an attendance has not been known since the evening on which Mayor Hewitt was indersed for re-election on a close numbering 119. Several more were said to be on the way. The papers, which make a fermidable looking bundle, had been served upon Mr. Dayton at his office in Bread-st, during the afternoon. The signatures were attached to during the afternoon. The signatures were attached to a printed decument, which was as follows: New-Yerk City, Nov. 23, 1888.

Democratic Club.

Dear Sir: We transmit to you herewith our resignaions as members of the Harlem Democratic Club, the same

stake effect forthwith. Such concert of action on the part of members of a club who have here ofore exerted their best efforts in its behalf deserves a brief statement of th reasons actuating

We became members of the Harlem Democratic Club, assured that its purpose was to create a " Political Home" for Democrats and with a view of fostering and disseminating Democratic principles, engendering good fellowship and social intercourse, more especially in the northern For some time past the officers and a majority of the

Executive Committee of the club, a number of them leading spirits in the County Democracy, have sought to convert the club into a tender to that faction, in violation of their trust and in disregard of the purposes of the club and of its best interests. The club cannot, after such action, lay claim to inde-

pendence. We did not deem it right for the club in the pendence. We did not deem it right for the club in the late contest for municipal offices to inderse the candidates nominated by either branch of the Democratic party, but the insue was forced upon the club by ambitious members, who expected their personal interests to be advanced by favoring a particular candidate. This action was brought about by disfranchising sixty members within a week prior to the meeting and by other discreditable means.
So long as the management of the club conformed to its
purposes and interests, as often published and declared,

felt free to set with it and co-operate in its management. Since it has become factional and controlled by a ment. Since it has been and private purposes, we de-cline to continue our membership.

The names of all the principal signers appeared in Thursday's Tribune. They comprise all the prominer

Tammany Hall Democrats in the upper part of the city.

"The Executive Committee will meet on Saturday evening," said Mr. Dayton, and will probably decide upon its action in fifteen or twenty minutes. Either the resignations will be accepted with the greatest celerity, or it may be decided that these men ought to be expelled. In the latter case, a report to that effect will be submitted day evening."

You will observe," said Mr. Dayton to the reporters. "You will observe, said Mr. Lovel or the signers did not affix their names to this paper in its present form. It has been concected since. They signed the superscription, which I have here, as it appeared in The ribune on Thursday morning, thus:

Tribuna on Thursday morning, thus:

"New-York, October 31, 1888.

"We, the undersigned, hereby resign as members of the Harlem Democratic Club, such resignations to take effect on the 1st day of December, 1883."

"They may repudiate the work of the leaders if they choose. If they do not they ought to be expelled for sauctioning a faisehood, for the statement that the indorsement of Mr. Hewitt was "brought about by disfranchising sixty members within a week prior to the meeting and by other disoreditable means" is nothing more nor less than a falsehood. Every man in arrears was told in June to come and pay his dues. They were really allowed four months instead of two, as the by-laws prescribe. If they neglected is the fault was their own. The declaration about the attempt to make the club a code, to the Courty Democracy is another falsehood. onder to the County Democracy is another falsehood. These men are not among the supporting members. The club will be better off without them. There are one rid of the Tammany element."

While the remaining members were discussing the situwhile the remaining members were discussing the state at the club-house a cheerful, though informal, meoting of the seceders was going on at the corner of Fourthave, and One-hundred-and-twenty-fourth-st, Major McNuity, Deputy County Clerk Gilray, Judge Weider, Colonel George P. Webster, John C. Munxinger, Alexander G. Lazurus, ex-Assemblyman O'Connor and other leading spirits were arranging for the organization of the new club. Before separating they sent out invitations to those who had withdrawn and others whom they desired to join them, requesting them to meet at Hariem Temple No. 125 East One-hundred-and-twenty-fifth-st., on Thurs day evening, December 6, to take the preliminary steps for the purpose named. These were signed by John R. McNulty, Andrew J. White, Charles Welde, Henry P. McGown, Thomas F. Gibson and Joseph P. Faller

ton's remarks about me published in The Tribune inter to submit which will disprove his statements. During to be indirectly and improperly derived therefrom the two years of my presidency the club increased from Every case of rate war may be regarded as one of this

Mr. Gliroy said: "To show you the animus of the present managers of the club toward Tammany Hall it is only necessary to refer to the fact that when Mayor-elect Grant was proposed for membership last April, the entire Hewitt faction opposed him. Yet not a Tammany man opposed Mr. Hewitt's admission in October."

THE GROOMS ON STRIKE.

A RIPPLE IN A RIDING ACADEMY.

THE EMPLOYES OF A LIVERY STABLE GO OUT AND OTHER MEN TAKE THEIR PLACES.

Romaine Stetzer is the riding master in Durland's Riding Academy, Broadway and Fifty-ninth-st., and gives lessons in equestrianism to a large number of this city's upper four hundred. Early this week. just befere the time for the ladies to appear, and while eighty of the three hundred horses were standing saddled and bridled on the taubark, forty of the grooms suddenly surrounded him and demanded that he discharge one of their number; this demand Mr. Stetzer refused to comply with, and the men struck. This action of the men forced the ladies to miss their ride for that day, and Mr. Stetzer went to the man who had caused the trouble, and asked him to join the union, but told him he would not discharge him if he did not join; the man, who name could not be learned, refused to join, but said he would resign, which he did, and all is once more Street on Durland's tanbark

The Dakota Livery and Boarding Stables are among the largest of the kind in the city, and house over 150 horses. They are at Tenth-ave, and Seventy-fifth-st. and are owned by John A. and Thomas P. Kelly. A few days ago over thirty of their drivers and stable men, members of the Liberty Dawn Association terday that their positions were filled by men from other stables. The story of the Kelly brothers as to the cause of the strike differs materially from that of

of deputy veterinary or horse nurse, was the cause of all the trouble. Woodly, who is a negro, has worked in the stables about two years. A week or two ago a walking delegate called on him and asked him to join the union. Woodly said he would think about it and give him an answer next day, but the walking delegate instead of again seeing him called on Thomas Kelly and demanded the discharge of Woodly. Mr. Kelly refused to discharge the man and a strike was

"As to the claims of the men that we owe them noney," said John Kelly yesterday, "It is true, but se pay our men every Monday, and the money due the strikers is waiting for them in the office." the strikers is waiting for them in the office." The men's side of the story, according to Walking Delegate Fisher, is that they did not object to working with Woodly, although be is a non-union man, but that the ordered a strike to force Keily Brothers to pay their men certain arrearages of wages.

Two strikers were arrested yesterlay and locked up in the Eighteenth Precinct Police Station for assaulting the new drivers and attempting to intimidate pairons of Kelly Brothers' stable. They were formerly drivers, and gave their names as George Fitzer and Michael Cleary.

THE HATCHET NOT BURIED IN D. A. No. 49. The fighting delegates to the Indianapolis General Assembly, Knights of Labor, from the two factions of District Assembly No. 49, have returned to the scenes of their former Scattlefields. James E. Quinn, Master Workman, would not talk, saying he had a "sore law," but a friend of his said he was dissatisfied with his trip, and "King Torry," the nickname they have for Mr.

General Assembly was a "rotten gathering," and that neither delegation had a legal right to enter it. William M. Reed, another delegate, said that the order of Knights of Laber had gone to smash and that Barry would find it afficult to build it up. He did not believe that any secret organization could prosper in this country. He said it was finished he would go on the road to organize a new order, which would have no general or high-salaried officers, except a chief clerk or secretary. Both fac-tions have gained in bitterness toward each other by the trip.

HARLEM DEMOCRATS AT WAR. OVERSEEING THE RAILWAYS.

REPORT OF THE INTERSTATE COMMERCE

COMMISSION BENEFICIAL RESULT OF THE LAW-A SUBSTI-TUTE FOR POOLING NEEDED TO STOP RUIN-

OUS RATE WARS. Washington, Nov. 30.-The annual report of the Interstate Commerce Commission will cover about seventy pages of print, with appendices amounting to some two hundred pages additional. A summary of its contents is given. From the best information now available the ratiroad mileage of the country on June 30, 1888, is estimated at 152,781, of which 2,312 miles had been completed and brought into operation within the six months preceding that day. The railway construction in 1886 was 8,471 miles; in 1887 it was

A summary of the formal complaints is as follows: Cases heard and decided, 50; cases heard, not yet dechied, 6; cases hearing, not completed, 9; cases withdrawn or settled, 23; cases suspended by request, 10; cases assigned for hearing, 9; total, 107.

Regarding the long and short haul, the report says hat in the section of the country north of the Potomac and the Ohio and east of the Missouri the cases in which the greater charge is made for the shorter transportation are few and their circumstances are such that complaint is not often made that they operate oppressively. In July of the present year, however, the Chicago, St. Paul and Kansas City Railroad Company announced to the Commission its purpose to reduce largely its rates between the termini of its road, without reducing intermediate rates. The company taid down two propositions as justifying its action: first, its rates to intermediate stations were perfectly just and reasonable, and, therefore, there was no injustice in maintaining them; second, the rates between its terminal points were forced down by the unfair ompetition of another line.

The reasoning seemed strong. But this was a state of things that, at the pleasure of the railroad companies, acting generally, or even of single companies disposed to act in hostility, might be made to exist at any point of railroad connection in the country; and if the greater charge on the shorter haul was admissible in the case under lovestigation, the rule whatever. The Legislature never intended this consequence. The carrier under investigation conformed to this conclusion, and graded its rates accordingly.

The ocean competition is still recognized by the roads to some extent as controlling through rates upon overland traffic, and is relied upon as a justification nated directly on the Pacific Coast. With this exrule of the short-haul provision of the law has been put in force upon the transcontinental roads, where its operation and effect can be observed under what now appear to be favorable conditions.

SOUTHERN ROADS TO BE INVESTIGATED. In the Southern and Southwestern States the Commission has had reason to think the carriers were moving more slowly in bringing their tactifs into onformity with the general statutory law than in other sections. The Commission recognizes the exstence of peculiar difficulties in those states, growing out of the fact that water competition is felt at so many points, at some of which it is of controlling force, but this would not excuse the failure to keep the rule of the statute in view, or to press toward it as rapidly as was found to be practicable. The Commission has ordered an investigation to be made of the whole subject on December 18, at its rooms in

The report says that although some rathroad man gers have declared the law to have had a damaging effect, the Commission is possessed of no eviden dan beneficial. Unquestionably, the report says, the railroad business of the country has suffered many and severe losses during the past year, but these have not been due to the Interstate Commerce act, but to strikes, the opening up of new roads, which in some cases parallel other lines, and rate wars. With reference to the rate wars which have taken place in the Northwest and among the trunk lines during the year, the report says:

the decisions of The effect of the decisions Commission has been toward an Commission has been toward an improvement in the relations between the carriers instead of loward the originating or intensifying of contro-versies. . . Efforts of the Commission to obtain from the parties evidence of the practices they suspected have been wholly ineffectual, and the war of rates has proeceded without the possibility of any external authority terposing effectually to bring it to an end. HATES LOWERED FOR STOCK-JOBBING PURPOSES.

The making of unreasonably low rates, the report ntimates, is often for stock-jobbing purposes, or to compel the purchase of the road by competing lines, Persons having control of railroads may deliberately make insufficient rates in the expectation of profits to be indirectly and improperly derived therefrom.

The statute has had in view the protection of the public from extortion and from unfair discriminations. It does not assume that railroad companies will need rotection against their rates being made unreasonably low, and it has not conferred upon the Commission any power to order as increase of rates which it can see are not remunerative. . . . Independent of any returns to stockholders, it is important that rates be evenue may have upon the service performed for the public. Good service and unreasonably low rates are antagonistic ideas. Shareholders have in some in stances, the report continues, awakened to the fact that their revenues have been seriously injured by isastrous rate wars, which often originate from triffing causes, but which are kept up because the officers of the road are too proud to recede or feel that they cannot afford to assume the responsibility involved in apparent surrender. The danger of com-mitting the rate making power to subordinates whose training and experience have not generally fitted them to deal with matters that involve questions of polley

is touched upon, and the report says:

If boards of direction were frequently to exercise
their authority of a supervision, the influence would no. hould be wholesome, but it would be even more so if tockholders, meetings were to manifest unmistakably heir purpose that their interests should not be reck-essly and needlessly sacrificed. . . The difficulties of he whole subject are freely admitted, but the manner which they are now met cannot fail to be unquali-ity condemned. Nothing seems more surprising than e fact that a railroad manager who will neither tall day. He had been ill only a day or two, and was steps by law to put a stop to a secret cutting of rates which he publicly charges, nor furnish evidence upon which others may do so, will nevertheless sacrifice for

One of the chief perpiexities encountered in dealing with complaints against railroad companies arises from the fact that to the public mind the railroad interest of with complaints against railroad companies arises from the fact that to the public mind the railroad interest of the country seems to be in some scase a unity, so that when there is cause for complaint in the system anywhere the whole interest is chargeable with some degree of moral, if not legal responsibility. It is perfectly reasonable to expect that the carriers of the country will, in so far as it is found practicable to do so, make such Joint and general arrangements among their number that the public when availing themselves of their services shall find an arrangement with one adequate for the purposes of any single ment with one adequate for the purposes of any single such arrangements universal is connected with the necessity of having some means of entorcing among the carriers themselves the obligations, moral or legal, that would grow out of them. With pooling probibated, the tendency smoong the railroads seems likely to be in the direction of consolidation as the only means of effectual protection against mutual jeaiousles and destructive rate wars.

But anything equivalent to consolidation of all the roads of the country under a single head or even those of a considerable section, whether by merger or by the form it at pleasure. If the parties were at liberty to form it at pleasure. If the parties were at liberty to form it at pleasure. If the parties were at liberty to form it at pleasure. If the parties were at liberty to form it at pleasure. If the parties were at liberty to form it at pleasure. If the parties were at liberty to form it at pleasure. If the parties were at liberty to form it at pleasure. If the parties were at liberty to the minute of the sort would be so overshadowing, so powerful in its control over the business interests of the country, and so susceptible of being used for mischievous purposes in many ways, that public policy could not for a moment sanction it, at least unless by statute it were held in close legal restraints and under effectual public supervision and control.

A SUGGESTION IN THE ABSENCE OF POOLING.

In the absence of any such concentration of authority the carriers by rail have it in their power to do much toward establishing better relations with the public at large and toward performing better service among themselves. The first requisite to the estabrail would seem to be a recognition on their part of

length. The Commission believe that uniformity in classification, as fast and as far as it can be accomplished without serious mischiefs, is desirable.

Immigrant transportation is next considered and various facts stated which were developed upon two investigations held in New-York City. In view of sell the circumstances the Commission recommends:

That some place of greater capacity than Castle Garden be provided for the reception of immigrants, iocated somewhere upon New-York Harbor, an island being preferable to the mainland for the purpose, but it being

cated somewhere upon New-tork harrow, an issued seems preferable to the mainland for the purpose, but it being indispensable, whatever the place selected, that it be appropriated exclusively to this purpose, and that persons not legitimately connected with the transportation of im-

migrants be kept away.

That all regular lines of interior transports allowed to have agents at the place so provided, who may tickets under regulations prescribed to secure equal privileges to all and prevent abuses.

That the payment of commissions for the routing of

immigrants and for procuring the shi, ment of immigrants from foreign countries be declared illegal, and made That the Commission be authorized to prescribe fares

for the transportation of this class of passengers, which may be revised from time to time and which, as fixed at any time, shall be the regular fares, not to be departed from by the carriers.

from by the carriers.

The subject of the payment of commissions is treated extensively. The Commission believe that the evils of the system are much more clearly apparent than its advantages. The subject is thought to to fufficient importance to justify the Commission in bringing it to the attention of Congress.

The subject of over-capitalization is recognized as an exceedingly important one dut it is believed that it can only be handled gradually and in defail. The Commission has been unable to establish any safe hasts of determining the result desired from any datable that has as yet been able to procure.

The Commission believe that notice of intention to reduce any rate which it was carried when any carrier subject to the

which it has as yet been able to procure.

The Commission believe that notice of intontion to reduce any rate which any carrier subject to the act makes or joins in, ought to be published not less than three days before the reduction should be given effect. There are provisions in the act as if now stands which would render the carrier, its officers or agents, punishable if by false billing, false classification, false weighing, or false report of any weight, or by any other device or means whatsoever, they shall give undue or unreasonable preferences or advantaged. The Commission believe that the penal provisions against wrongs of this nature should embrace also the owner of the property or any party acting for the owner or consigner.

A question of construction, the report says, ought to be settled by legislation. In order to take away, the pretence on which certain through lines are now claimed to be local lines in fact and through lines only in appearance. If the law now sustains this claim, it should, as the Commission that the Interest of the public would be subserved by further amending the third section by adding thereto a provision for establishing joint tarifis and through routes.

The Commission also recommend that the carriers engaged independently in interstate traffic on the rivers, lakes and other navigable waters of the country, be put in respect to the making, publishing and maintaining rates upon the same footing with interstate carriers by rail.

LITTLEWOOD HOPES TO BEAT THE RECORD AND HE HAS A GREAT CHANCE OF DOING IT-

THE MIDNIGHT SCORE.

If Littlewood meets with no mishaps to-day he walks nearly a mile an hour faster than any other man on the track, and it would be a hopeless task for any one to undertake to close with him now, pre vided he remains well. This was the score at mid-

Albert's record up to midnight, the 120th hour of his February walk, is 545 miles. After reaching that point he went to his hut and slept for five hours. If Littlewood does not sleep during the same period he will leave the record far behind. He seems fresh and determined. Yesterday he engaged an additional corer at his own expense to keep tally with the official pencillers and to see that they did not overlook Herty is extremely weary, but is making a desner

ate struggle for second place. He made nearly uve miles an hour yesterday, and if by any chance he should get the lead again he will hold it to the end or die in the attempt. Moore is game, but dead tired. He was so faint

in the morning that he swerved all over the course, stumbling once against a post. At his but he would have failed had not his trainer gone to his support. He braced up, however, after an hour's rest and ran ten miles like a deer.

Cartwright is pressing Mcore hard and the probabilities are that the latter will have to be satisfied with fourth place at the floish.

Mason bled freely at the nose about 10 a. m., and Littlewood was troubled the same way at 11. The pace was beginning to tell.

Howarth was lame, but would not give up. Vint threw up the sponge in the morning.

It was reported at noon that Littlewood had fainted, the rumor causing intense excitement. There was no truth in it.

in the morning that he swerved all over the course,

9,000 persons visited the Garden in the

OBITUARY. WILLIAM H. FO

ter, probably the oldest bank official in the country, died here to-day, in the house in which he was born and always lived. Mr. Foster was ninety-one years old. When quite a youth he went to sea on one or two voyages. At the age of twenty-six he entered the service of the Asiatic Bank, was made cashier in 1823, a position which he retained for after sixty years continued service. He retained was a trustee, vice-president and a member of the Investing Committee of the Salem Savings Bank, was the prime mover in getting an act of free-poration for the Eastern Railroad, was instrumental in starting the Salem Gas Company, promoted the laying-out of Harmony Grove Cometery, of which corporation he was always a trustee, the treasurer and clerk; president of the Old Ladies' Home As ociation, president of the Hamilton Hall Corporalirector in the Salem Laboratory Company, in the ciental Power, of Gorham, Maine, and in the Franconia Iron Company. His connection with the Savings Bank dates back to 1837. Mr. Foster was member of Major Putnam's militia company in 1812, and joined the Salem garrison. He joined a sergeant. At his death he was the oldest member of the corps. He was long an active member of the life he lived simply, and rarely ever had a sick

not considered dangerously so till shortly before death. He loved a good horse, and generally drove a team equal to the best of them. He was a careful financier and held in trust an innumerable number Beltimore, Nov. 36 (Special).—E. Austin Jenkins, a wealthy citizen, and one prominently identified with the business interests of this city, died to-day. Cardinal Gibbons administered the last sacrament. Mr. Jenkins was born here in 1800, and was graduated from Georgetown College. He entered his father's store as clerk in 1822, and six years later was admitted into partnership. In 1867 he retterd from active business life and since then has been quietly

fortune accumulated by him in business. was a warm personal friend of the late General Columbus O'Donnell, and was engaged with him in a director in the Baltimore Coal Company, the George's Creek Coal Company, the City Passenger Radway Company, the Savings bank of Bultimore, the Battle more Fire Insurance Company, and was one of the originators of the Mercantile Friest and Deposit Company. He was for many years a fruitee of the Cathedral, and was prominently identified with all Catholic interests. He was always a zea-ous laborer in any movement for the advancement of the property of his native city. Mr. Jenkins Icaves a widow and six children. The children are E. Austin Jeakins, Mrs. Michael Jenkins, Mrs. Michael Jenkins, Mrs. Nicholas Kernan, of Utlea, N. Y., and Mrs. S. Garlind. A brother, Edward F. Jenkins, lives in Baltimore County, and a sister, Mrs. Ford, in New-York.

"MARGERY DEANE."

Newport, Nov. 20.-A cable dispatch from Paris states that Mrs. T. T. Fitman ("Margery Deane") She had been in Paris since the spring, and had been sick for several weeks with nervous progration. Mrs. Pitman was well known in Boston and in literary circles all over the country. She had written much for newspapers and magazines, and had also published several novels. She was the wife of T. T. Pitman, proprietor of "The Newport Daily News," and daughter of L. A. Davis, the editor of the same paper.

CHARLES L. DRESSLEIN.

Ward Beecher. Mr. Dressiein was conspicuous as the only reporter in Chicago who could translate English into German and vice-versa at the same time that he recorded in shortband the question asked and the answer given.

GENERAL THOMAS J. POWER,

Pittsburg, Nov. 30 (Special).-A notable civil engineer, who had constructed several big railroads, died at Rochester, Penn., yesterday. He was General Thomas J. Power, age 81. General Power was a son of Samuel Power, who was a colonel in the Way of 1812, and still later Auditor-General of the State, Thomas J. Power located the Eric and Pittaburg Ragroad, and was its first president. In company with Milner Roberts, he superintended the laying of the route of the old Portage road across the Alleghany Mountains. Twenty years later he assisted in build-ing the Pennsylvania road over the same route. In 1853 he was appointed Adjutant-General of the State, and at the breaking out of the Rebellion Simon Cameron placed him in charge of the military routes in and about the District of Columbia. He built several military bridges across the Potomac, and in 1863 left the Government service to build the Oswego and Rome Railroad, in New-York State. Later he built the Chesapeake and Ohio Railroad.

SENOR FRANCISCO TABERNILLA. Havana, Nov. 30.-Senor Francisco Tabernilla, & well-known and wealthy merchant, is dead.

SAMUEL T. ROSS.

Samuel T. Ross died from a stroke of apoplexy at the Windsor apartment house, No. 1,700 Broadway, or Thursday. He was prostrated by the disease at 11 o'clock in the morning and died at 7 in the evenfrom Union College. For ten years he travelled in Europe, and on his return became secretary of the Maryland Coal Company, which position he held for months ago his wife died suddenly of heart disease. The blow hearly prostrated him, and since that time he constantly suffered from extreme nervousness, and his own death was hastened by it. He leaves no children.

Edwin Putnam, ex-school commissioner of the Eighth Ward of Newark, died at his home in Oriental-st. yes terday in the fifty-fifth year of his age. He was widely known and had represented his district for many years in the Board of Education. Mr. Put-nam, who was an ardent Republican, was one of the was chairman of the committee on school houses He was a inanufacturer of fancy brass goeds, his factory being in Waterbury and his salesroom in factory being in Waterbury and his salesroom in New-York. The Board of Eduction met last night, and passed resolutions on his death. Mr. Putnam leaves a widow and several children, one of his daugh-ters being a feacher in the High School.

JOSEPH PERRY ROLBROOK Joseph Perry Holbrook died at his home, No. 1,073 Bergen-st., Brooklyn, last evening. He was born near Boston on Nov. 5, 1822, and came to this city when fit-teen years old. He moved to Cleveland, Ohio, a few If Littlewood meets with no mishaps to-day he will easily surpass all previous walking records. After he returned to this city and became concerned in the samingthe lead early yesterday morning he lost it to Herty, but at 4:30 a. m. he was once more in front and steadily drawing away from all opponents. He lost twenty-four years. He has been a preminent memher of the First Presbyterian Church since he came to this

> He received the degree of Doctor of Music from the Western Reserve College of Ohio, now Adelbert College, some years ago. Mr. Holbrook was the musical eliber of "Songs for the Sanctuary," and was also associated with Dr. Tourjee in editing the Methodist Hymnal-the musical works which he published are " Quart Choir Chorus," " Part Songs," and " Worship and Song. For many years he has been the director of the Philhar-monic Society of Brooklyn. He leaves a wife and a married son and daughter.

Harvey Runt, age eighty-one, who was for many years well and favorably known throughout the central part of the State, died yesterday at his home in Otego. His not suit him and he took up the stuty of law at Geneva. He practised as a lawyer until a few years ago and made for himself an enviable reputation for uprightness and

was at one time Supervisor of Otego. He was also for twenty-one years police justice there. The only time that he lived eisewhere for any considerable length of time was by President Lincoln. His death was caused by a cold which he contracted nearly two months ago. He will be Mr. Hunt was married twice and had buried on Monday.

COLONEL MAHLON RANDOLPH. Colonel Mahion Randolph, an old-time Republican aldifician and veteran of the war, died on Thursday at his nome, No. 61 West Ninety-seventh-st., after a short ill-ness. He was a son of the late Lewis Randolph, once a preminent Congressman, and was born at New-Brunswick, N. J., in 1882. He was trained for the old went to Chicago, where he remained until the outbreak of the civil war. Enlisting in the Ohio Volunteers he soon transferred to the Engineer Corps, where he did excellent service, rising step by step until he attained the rank of colonel, and was the commander of the first beat that reached Island No. 10. Colonel Randolph was also present at the slege of Vicksburg, and left the service with a fine record. For a few years he followed his profession at St. Louis, and sixteen years ugo came to New-York, where he engaged in inventive pursuits, being the patentee of Randolph's self-lubricating journal bearings, which are in common use on all the principal railway lines, and president of the Randolph Spindle Company and Shafting Trust. Colonel Randolph, who was a member of the Republican League, did active work it several past campaigns, being a ready and relling speaker Latterly his health failed him, his last public appearance

ELIAS R. POWERS. eason of his connection with the Grand Central Hotel, of which his brother, the late Henry Powers, was proprietor, died on Thursday at his home, No. 556 Fifth-ave age sixty-nine. Mr. Powers, who inherited his brother's extensive estate, which is said to be valued at upward of

being on board the Sam Sloan as a member of the party

THE G. A. R. MOVEMENT IN INDIANA. Indianapolis, Nov. 30 (Special). The movement of Adjutant-General Koentz against the Grand Army of the Republic seems likely soon to die out. seried that not more than ten of the fifty charte to the Grand Army, and the movement has not re-ceived much encouragement from outside. Colonel I. N. Walker, the Adjutant-General of the G. A. R. in I. N. Walfer, the Adjutant-General of the C. A. R. in Indiana, says that Koontz has never had enough influence in the order to get hintelf closed a delegate to the department encampment, and that he has be following. "No decrease in the membership since the election has been reported, but on the contrary," Colonel Walfer says, "we are having something of a boom right now. We have mandred in more menths ment than in any preceding month this year. The most prominent Democratic members of the G. A. K. have assured me that they regard the movement by Koontz as very foolish, and will have nothing to do with it."

SOUTH CAROLINA DEMOCRATS "KICKING,"

New York rossip in The Philadelphia Ledger.

Tammany magnates have their jubilations over their recent victory a little overcast to day by a skeleton at the feast, which hodes them no good in the future. The skeleton is the notification from some South Carolina brethren that they are getting tired of hanging on to the skiles of the Northeral Democracy, and that, as a matter of self-interest, they are disposed now to either make the best terms they can with the Republicans, or to see what can be done to organize a new party. The more thought ful Democratic politicians, in and out of the Tammane pale, have been apprehensive of something of this sind for a long while past, but they did not think it was coming so soon. The "solid South" has long been their capital stock in trade, and if that is to head, away from them and heave them to themselves, if need hardly be said they would cut a mighty poor figure in a future Presidential election. It would, in fact, be equivalent to political bankenptey with no assets. Something must be done, therefore, to prevent this incipient rebellism from spreading, and, as a first step, special endeavors will be made to win back these Southern maleoniems by doing them special honor at the approaching grand celebration of the Tammany centennial, which occurs in May next, and for which thus early great preparations are making. The Governors of the Southern States will receive special invitations, in which it will be explained that it is designed not only to commemorate an interesting instorical event, but also to take course together as to the future of the National Democracy. It is as pected that this will put the southern folks in good humor. pected that this will put the Southern folks in good

FOR CLEEK O' THE HOUSE OF REPRESENTATIVE PROPERTY OF THE WINDINGS (1961) Republican.

Among those who gave their time and labor to secure the result in this state, there are more who labored more assidously than Horace Greely Knowles. He labored hard to susses (courty in season and cut of season, and we are pleased to learn that some of his friends intend to present his name for there of the House of Representatives. As de from his positival services Mr. Knowles is well fitted for this important position for aithough but a young man he has a quendle education, an irreproachable character, and will no doubt discharge the duties of the office with credit to himself and to the entire satisfaction of the members and the public. FOR CLEEK OF THE HOUSE OF REPRESENTATIVES

look forward to the possibility of something of that atture becoming at some time imperative, unless a great improvement in the each ing condition of things is voluntarily inaugurated.

The report shows that the result of the adjustment of raies required by the act has been in some cases to afford a larger choice of points of supply to interfor towns, and thus injuriously affect distributing points formerly favored in rates.

The subject of uniform classification is treated at